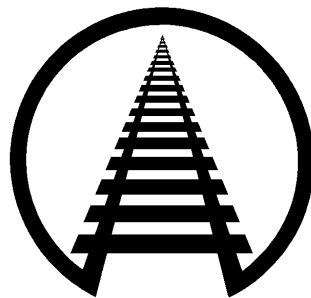


General Information Series No. 809

Metal Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags and Lengthwise Void Fillers – Goodpack USA

(CCLG Part 7, Section 6.10-New)

Approved by
DAMAGE PREVENTION & FREIGHT CLAIM COMMITTEE
Association of American Railroads



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GENERAL RULES

The General Rules relating to personal safety and the safe operation of trains, contained in AAR Circular Nos. 42-M and 43-G or supplements thereto, issued by the Association of American Railroads, **must be observed**.

These loading rules and/or practices apply to shipments transported in the USA, Canada and Mexico.

The loading methods in individual closed car loading publications issued by the Damage Prevention and Loading Services Section of the Association of American Railroads are minimum standards that have been evaluated and approved. These minimum standards offer practical guidelines on the subjects covered. Since these are minimum standards, it may be necessary to supplement these methods in some instances.

Securement standards in AAR closed car loading publications are intended for safe transit of the rail car from origin to destination and prevention of lading and equipment damage. These standards do not address unloading practices.

This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.

*Loading and bracing methods not presently approved may receive consideration for approval and publication under Section II - Evaluation of New Loading and Bracing Methods and Materials for Closed Cars, Trailers or Containers of **General Information Bulletin No. 2, “Rules and Procedures for Testing of New Loading and Bracing Methods or Materials”**. Submit requests to Director Damage Prevention and Loading Services, AAR/TTCI, 55500 DOT Road, Pueblo, CO 81001.*

CAUTION: Car rocking motion caused by the lift equipment entering and/or exiting the rail car may cause unsupported packages or articles with a higher center of gravity to fall to the floor. Minimize access to the car. Exercise caution when inside a partially loaded car. Lift operators should stay on lift equipment, whenever possible, while inside a partially loaded car.

GENERAL

Cars must be inspected by shipper at loading point to verify that cars are in suitable condition to carry load safely to destination. Cars must have sound roofs, sides, floors and end walls; and operable, snug-fitting doors.

It is important that boxcars are clean and free from protruding nails, brads, staples, temporary anchor plates, fragments of steel strap, old blocking etc. Some projections of lining or anchor devices may require covering with sheets of corrugated fiberboard taped in place.

Referenced paragraphs may be found in the Closed Car Loading Guide (CCLG) Part 7, *Minimum Loading Standards for Intermediate Bulk Containers in Closed Car, June 2014*

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6.10. Metal Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags and Lengthwise Void Fillers – Goodpack USA

6.10.1 The following intermediate bulk container has been evaluated and found acceptable for use with this loading method:

Company	Container Description	Description
Goodpack USA	Goodpack MB6 TomatoCube	The metal IBC, constructed of galvanized steel, measures 48 in. (L) ×44.0 in. (W) ×42.5 in. (H) and has a capacity of approximately 330 US gallons (1,250 liters) and a payload of 3,630 lbs (1,650 kg) when lined with a containment bag.

6.10.2 This method is intended for metal intermediate bulk containers filled with tomato products for loading in single-door boxcars with inside lengths of 50 ft to 50 ft 6 in. Figure 3 is an example of the load pattern. Some variation may be necessary depending on the number and size of metal containers being loaded. The number of metal containers actually loaded will depend on weight and order requirements.

6.10.3 The top cap of each bin is secured with four AAR approved 5/8 in. x 0.035 in. Type IV PET straps suitable as shown in Figure 1. Strap type can be substituted by other AAR approved straps of equal or greater break strength.



Figure 1
Goodpack MB6 TomatoCube

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6.10.4 If necessary, use 1 in. corrugated void fillers or other suitable material at the ends of the car to square up bowed end walls.

6.10.5 Load metal containers with longest side lengthwise to the car in each end. Load in two rows, each row against opposite sidewalls. Load and align all metal containers corner to corner, tightly against the end walls and sidewalls. The top layer containers must be loaded to properly nest and interlock with the bottom adjacent containers.

6.10.6 Load the metal containers in the doorway with their 48 in. dimension crosswise to the car. Fill the lengthwise void in the doorway area with reinforced longitudinal void fillers (Figure 2) and pneumatic dunnage. Place void fillers 8 in. thick \times 45 in. wide \times 89 in. high between the last end-of-car metal containers and the first doorway metal containers. Typical loads will require two void fillers placed in tandem at one location and single void fillers at the opposite doorway area.

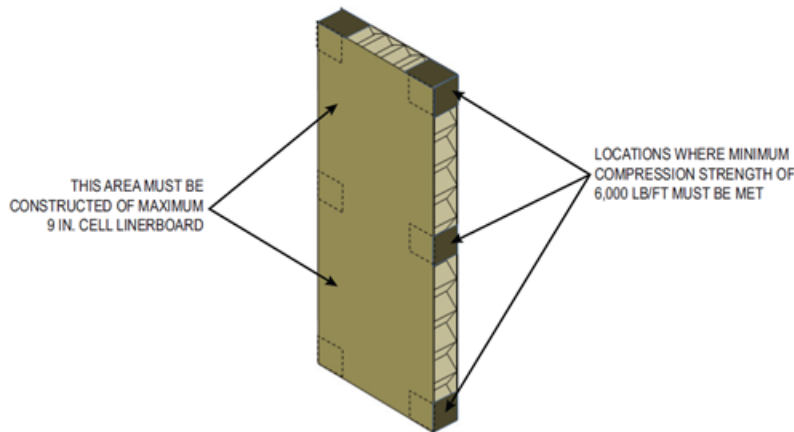


Figure 2
Reinforced Longitudinal void filler

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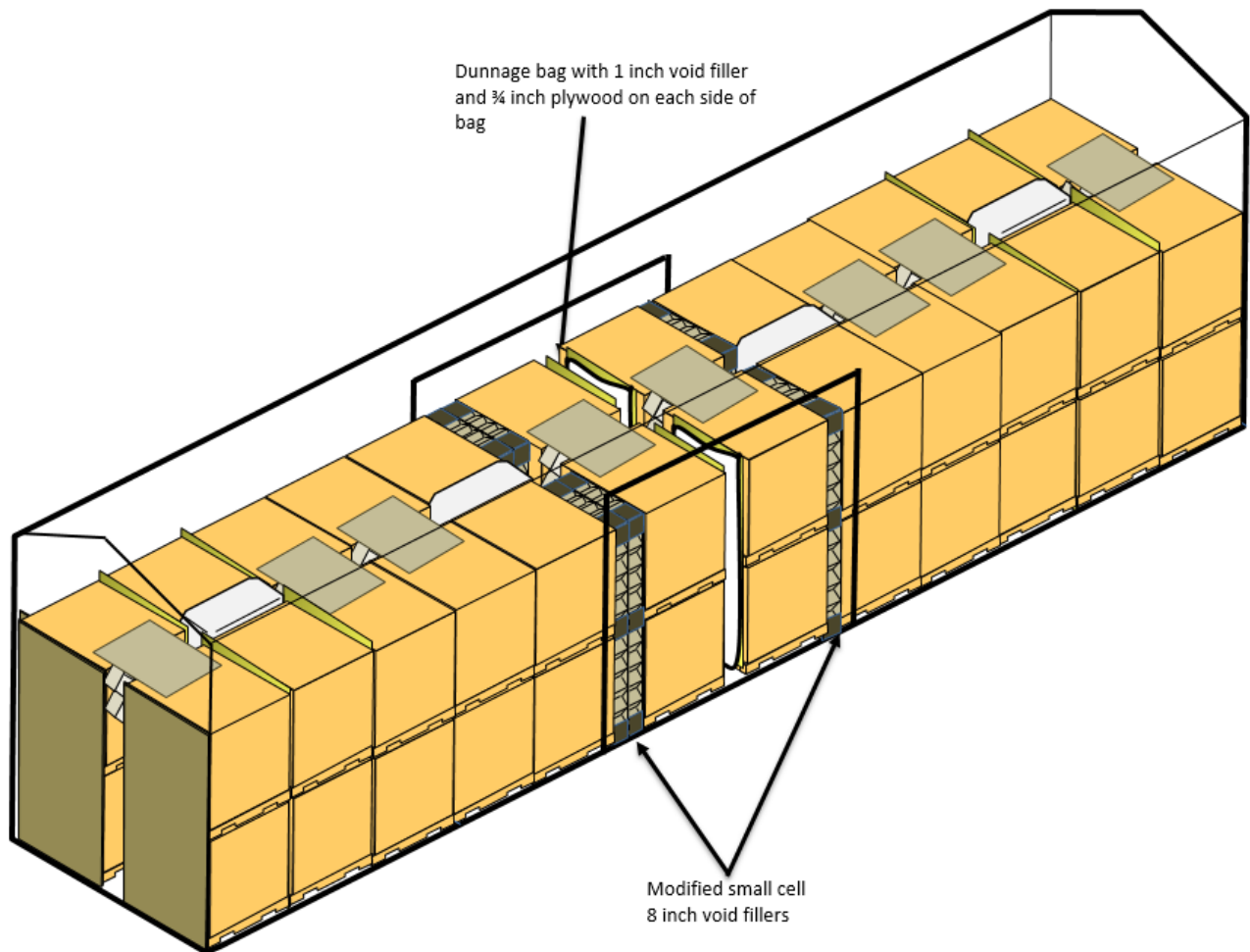


Figure 3
Metal intermediate bulk container with dunnage bags

6.10.7 Fill all crosswise voids at each end of the car with void fillers with a minimum compression strength of 500 lb/ft². Void fillers must fit tightly between the containers to prevent lateral shifting. Crosswise void fillers, drop-down filler type, must fully brace the top layer containers and 30% (minimum) of the bottom layer containers. Use high-strength honeycomb panels to fill the crosswise void in the doorway area between containers.

6.10.8 Fill the remaining voids between the two doorway bins on each side of the boxcar with an AAR approved 48 in. × 84 in. pneumatic dunnage bag of a level appropriate for the weight of the load. One sheet of 3/4 inch plywood as well as one 1 inch small cell honeycomb void filler is required on each side of the pneumatic dunnage bags to serve as a buffer. Inflate each bag to 2.5 psi. Check the bags for leakage 30 minutes after inflation.

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- 749 50 in. Diameter Roll Paperboard in 50 ft. Cushioned Boxcars with Horizontal Airbags (8/16)
- 752 Large Diameter Paper Rolls in 60 ft. Cushioned Boxcars with Anchored Straps (10/16)
- 753 60 in. Diameter Roll Paperboard in 60 ft. Boxcars with Doorway Stacks on Risers (10/16)
- 754 Wood Bins Braced by Disposable Inflatable Dunnage Bags and Lengthwise Fillers (CCLG Part 7, Section 6.3 Revised 10/16)
- 755 55-Gallon Steel Drums on Pallets Secured with Cordstrap® Barriers in 40-ft ISO Containers (Nonhazardous Materials only) (Intermodal Loading Guide Method I-6) (new 11/16)
- 758 58 in. Diameter Roll Pulpboard with an Incomplete Second Layer Loaded On End (Former Pamphlet No. 39, Method 11) (2/17)
- 759 Revision to Paragraph 2.5, Distribution of Weight Crosswise in Cars, CCLG Part 10, Primary Metals (2/17)
- 760 Incomplete Layers of Plywood Secured in Boxcars with Nonmetallic Straps, CCLG Part 3, Plywood (2/17)
- 761 37 in. Diameter Plastic Stretch Wrapped Kraft Rolls Loaded in a Single Layer in 60 ft. Cushioned Boxcars Using Rubber Mats and Lengthwise Filler Panels (3/17)
- 763 Roll Paperboard in Boxcars with Doorway Stacks on Risers and Rubber Mats (6/17) (Cancels GIS 762)
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- 768 Gearboxes Mounted on Sleds in 20 ft. Long ISO Containers (9/17)
- 769 42 in. Diameter Roll Paper in 60 ft. Cushioned Boxcars Using Rubber Mats and Airbags (CCLG Part 2, 8.3.2.6) (9/17)
- 770 48 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars Using Horizontal Airbags (CCLG, Part 2, Section 8) (9/17)
- 771 50 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars Using Sidewall Fillers and Horizontal Airbags (CCLG, Part 2, Sections 5.6.10 & 8.2.4.4 Revised) (10/17)
- 772 81 in. Diameter Roll Paperboard in 50 ft. Standard Draft Gear Boxcars with Sliding Doors (CCLG Part 2, Section 8.2.8.1) (10/17)
- 773 42 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars with 12 ft. Doors (CCLG Part 2, Section 8.2.2.5) (12/17)
- 774 48 in. Diameter Roll Paper in 60 ft. Cushioned Boxcars with 16 ft. Double Doors (CCLG Part 2, Section 8.3.4.5) (12/17)
- 776 45 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars with 12 ft. Doors (CCLG Part 2, Section 8.2.3.8) (2/18)
- 778 Split Loads of 58 in. Diameter Roll Pulpboard on End Using Rubber Mats when Stowed in Trailers Having Large Metal Plates Approximately 9 ft. in Length at the Nose (Intermodal Loading Guide Method E-23) (3/18)
- 781 Wood Bins Braced by Disposable Inflatable Dunnage Bags and BIN-PAK or M-PAK Lengthwise Void Fillers (4/18)
- 782 Plastic Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags and Lengthwise Void Fillers – Schoeller Allibert (CCLG Part 7, Section 6.2) (4/18)
- 783 Cased Goods Secured by Tuff Wrap™ D.I.D. Bags (Intermodal Loading Guide Method F-4 New) (4/18)
- 784 Cased Goods Secured by S.A.M. D.I.D. Bags (Intermodal Loading Guide Method F-4 New) (5/18)
- 786 Aluminum Coils on Platforms/Skids Loaded on Rubber Mats & Secured by Two Floor Anchored Web Straps & Supplemental Securement Straps (CCLG Part 9, Section 8.6) (6/18)
- 787 Universal Storage Containers Loaded in 53 ft. Intermodal Containers (ILG Method H-15 New) (6/18)
- 788 60 in. Diameter Roll Paperboard in 60 ft. Cushioned Boxcars with 12 ft. Wide Plug Doors (CCLG Part 2, 8.3.7.2) (6/18)
- 790 58 in. Diameter Roll Paperboard in 50 ft. Cushioned Boxcars with 12 ft. Wide Plug Doors (CCLG Part 2, 8.2.5.8 Revised) (6/18)
- 791 DRUM-PAK® Dunnage for Open Head Drums in Cushioned Boxcars (CCLG Part 7, Section 6.9) (6/18)
- 792 Double Layer Loads of Hazardous or Nonhazardous Materials Secured with Cordstrap® Barriers in a 20-ft Container (ILG Method I-4) (7/18) (Cancels GIS 779)
- 793 Hazardous or Nonhazardous Loads Secured with Cordstrap® Barriers in 40-ft Containers (ILG Method I-5HM) (8/18) (Cancels GIS 780)
- 794 Peat Moss, Bagged or Baled, in Cushioned Boxcars (CCLG Part 8, Section 6.6, New) (8/18)
- 795 Coiled Metal on Platforms/Skids in Boxcars (CCLT Part 9, Section 3.2, New) (8/18)
- 796 58 in. Diameter Roll Pulpboard with an Incomplete Layer (CCLG Part 2, Section 5.8 New) (8/18)
- 797 Split Loads of 58 in. Diameter Roll Pulpboard on End Using Rubber Mats when Stowed in Trailers Having Large Metal Plates Approximately 9 ft in Length at the Nose (ILG Method E-19, Revised) (11/18)
- 798 Intermodal Loads Secured with TyGard DS™ (Intermodal Loading Guide Method B-9, Revised) (11/18)
- 799 46 in. to 57 in. Diameter Roll Paper on End Using Rubber Mats (Intermodal Loading Guide Method E-21, Revised) (12/18)
- 800 54 in. Diameter Paperboard on End Using Rubber Mats (Intermodal Loading Guide Method E-22) (12/18)
- 801 49 in. Diameter Roll Paper in 52 ft. Cushioned Boxcars with 12 ft. Wide Plug Doors (12/18) (New)
- 802 58 in. Diameter Paper Rolls T-Loaded in 60 ft. Boxcars with 16 ft. Double Plug Doors Using Lengthwise Void Filler Panels (CCLG Part 2, 6.6.16.1.7 & 5.7.12.1) (12/18) (New)
- 803 Stretch Film Roping of Steel Coils and Coil Loading Methods for Railroad Shipments (CCLG Part 9, Section 4.4. Revised; (12/18)
- 804 Lengthwise Void Filler Panels in Rigidly Braced Roll Paper Load Securement (CCLG Part 2, Section 5.7.2, 7.10.1, 7.10.5, 7.10.6 & 7.10.7 Revised) (2/19)

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805 Bales of Wood Pulp in Boxcars (CCLG Part 8 Section 6.5.1 (revised) and Section 6.5.5 (new) (2/19)

806 Doorway Protection for Baled Paper and Wood Pulp Products in Boxcars (cancels GIS 740; CCLG Part 8, Section 8.4 (revised) (2/19)

807 54 in. Diameter Roll Paper in 60 ft. Cushioned Boxcars with 16 ft. Wide Plug Doors. (CCLG Part 2, 7.10.8; Section 8, 60 ft Cars – 54 in. Diameter Roll) (New) (4/19)

808 45 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars Using Horizontal Airbags (CCLG Part 2, 8.2.3.9, New) (4/19)

809 Metal Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags and Lengthwise Void Fillers – Goodpack USA (CCLG Part 7, Section 6.10, (new) (4/19)